

PRICE ONE CENT.

NEW YORK, SATURDAY, FEBRUARY 28, 1891.

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LAST EDITION. SUNK AT SEA.

The Cattle Steamship Iowa Probably Struck an Iceberg.

Eighty-one Officers and Men Taken Off In Safety.

On Their Way to This City on the Chester.

Story of the Catastrophe Brought In To-Day by the Pennland.

News of the loss at sea of a fine ocean steamship was brought to this city this morning. The vessel is the four-masted screw cattle steamer Iowa, of the Warren line, which sailed from Boston for Liverpool Feb. 17.

The first intimation of the catastrophe was received when the Red Star Line steamship Pennland arrived in New York on the morning of Sunday last. The Pennland reported that on the morning of Sunday last, Washington's Birthday, in lat. 45° N., long. 45° W., the lookout reported an iron bark-like vessel of distress.

The vessel was lost on a lee shore and about 4,000 tons burden.

Her engines were stopped, but she had all sail on, in spite of which she made scarcely any progress.

She had a heavy list to starboard one side of the deck being within a foot of the water.

Close by her was the Anchor line steamship Chester, which was being towed by the standard O. Company and which was bound from Boston for New York.

The Chester's life boats were all either on the water or in the act of being launched, and her crew were busy transferring to the Chester the officers and crew of the disabled vessel.

The commander of the disabled vessel, Capt. Owens, reported through signals that his ship was the Iowa, of Boston, and it was believed that she had been brought into that plight by colliding with an iceberg.

A big hole was shown in the Iowa's hull and she tilted rapidly. Loss of life was only averted by the providential arrival of the other steamship.

The Chester, it was reported, took every man on board the Iowa and left the latter ship in a sinking condition.

The valuable cargo of the Iowa, together with the officers' effects, is a total loss.

The Chester is on her way to New York with the rescued officers and crew.

The Iowa was built in Liverpool in 1879 by J. & J. Evans & Co. She was an iron ship, 375 feet long, 44 ft of beam and 35 feet in depth. She had one boiler. Her capacity was 2,500 tons net, or 4,500 gross.

She was driven by compound engines of 400 horse power, manufactured by J. Jack & Co., Liverpool. She was schooner rigged, had three decks and four masts. The last inspection of her hull by board of Trade surveyors was in 1888.

CAPT. BUCHANAN'S STORY.

Capt. Buchanan, of the Red Star steamship Pennland, which brings the news of the disaster, made his report at the office of Peter Wright & Son, the agents of the Red Star line, at 4 Bowling Green this morning. To a reporter of THE EVENING WORLD Capt. Buchanan said:

"We first sighted the steamer Chester and Iowa about 10 o'clock on Sunday morning.

"The weather was very thick, and it was snowing hard, and a heavy sea was running.

"I should judge that we were about 150 miles west of the Newfoundland banks.

"As we approached we found that the Iowa, which is a cattle ship, was apparently very badly disabled. She had a very strong starboard list and was six or seven feet to the head, leaning to the right.

"The Chester was lying off on the opposite side and all the crew on the Iowa seemed to have deserted her. None of the life boats were at the davits and six boat loads of men were piling for the Chester.

"The Chester seemed to be able to render all the assistance necessary we went ahead again at 11:30 at full speed, and the two steamers were soon out of sight.

"The signals that were flying at the mast-head when we first sighted the Iowa were hoisted above before we came up with her.

"There did not seem to be any passengers aboard at all, for the men in the lifeboats could not have numbered more than seventy-five in all, and we saw that they were all taken safely aboard the Chester before we started ahead.

"I could not see that there were any cattle aboard either. In regard to the cause of the disaster I cannot say anything at all. It was clear that the Iowa's bowheads were filled with water and the vessel was rapidly making when we last saw her.

"There was a piece of sail cloth hanging over the bow, which looked like a gray sail that had been washed or blown overboard. It might have been placed there to stop a leak, but we were not near enough to the vessel to be able to see this fact."

The Chester is a petroleum oil tank steamer chartered by the Standard Oil Company. She should arrive here with the crew of the Iowa tomorrow unless delayed by the heavy weather and high winds off the coast.

TRIED TO BURN MORE PEOPLE.

Another Big Brooklyn Tenement Fired by an incendiary.

Brooklyn's incendiary has again been at work, apparently not content with the disaster of last Saturday night, when six victims were roasted to death in a Sands street tenement. Another attempt to fire a crowded tenement is reported to-day.

The building in which the fire was discovered last night, was a huge four-story tenement, at 236 Bridge street. Seven families, aggregating thirty-five persons, live in the upper portion of the building, the store being occupied by a pork butcher.

At 8 o'clock p. m. one of the tenants was going upstairs, when he discovered that the building was on fire. He rushed to the assistance, pouring water down the shaft in a flood.

The fire was extinguished in a few minutes, and the police began an investigation, in conjunction with the Fire Marshal.

The attempt to burn that building last night was infamous," said Mr. Lewis this morning. "A large ice cream tub was found on the dumb waiter shaft, he found the entire lower part of it in flames. The fire was rapidly creeping toward the top of the house.

He gave an alarm, and the tenants rushed to his assistance, pouring water down the shaft in a flood.

The fire was extinguished in a few minutes, and the police began an investigation, in conjunction with the Fire Marshal.

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HOW THE POLICE COUNTED US.

Witnesses in Uniform Before the Assembly Census Committee.

Gen. Clark Explains the Health Board's Death-Rate Deductions.

Notwithstanding the fact that the arrest of Census Enumerator and Witness Thome caused in the minds of census enumerators who had an indication to tell the House Assembly Investigating Committee on Sunday, the Police Department did not report 125,000 New Yorkers. Chairman Holcomb and his confederates went on with their inquiry to-day in the chamber of Part II, of the Superior Court.

A witness might have supposed that the Tweed Court-House was Police Headquarters, for there were present witnesses, William Steers, of the Police Department, and there was a procession of bright uniforms, many captains of police just before 11 o'clock.

They all assembled at the scene of the investigation. Among them were Captains McCullagh, of the South, Keating, of the North, and Steers, of the Police Department, and there was a procession of bright uniforms, many captains of police just before 11 o'clock.

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RECIPROCITY.

Now we all by these presents that the Police Commissioners of the City of New York hereby appoint

King of Italy, a member of the New York Metropolitan Police Force and assign him to the Nineteenth Precinct. This order is to take effect at once.

Charles F. MacLean
President

William H. Kipp
Secretary

Should Not the Commissioners Return Chevalier Tommaso's Compliment Something in This Style?

RAN INTO A SOUND STEAMER. TRUST RECORDS VANISHED. CITY NEWS TERSELY TOLD.

The Ferry-Boat Central Crashes into the Freight Boat Fall River.

Secretary Heike Tells How the Haver-meyer Ledgers Disappeared.

To-Day's Record of Minor Happenings About Town.

Both Houses Burned Down.

Dressmaker Turned Thief.

Her Life Suddenly Ended.

Why Annie Jones Was Arrested.

FELL OFF THE TUG.

LEADING FEATURES

of To-Morrow's Great Edition of

The Sunday World.

IS IT A WOMAN?

WHITECHAPEL'S MURDER FIEND Described by a London Detective Who Has Been on the Trail of "JACK THE RIPPER" for Two Years.—A Refined and Cultured Woman Who Is Suffering from a Mania for Murder.—A Startling and Detailed Narrative.

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A Winter Sport Fully Described.

Homeless for a Week.

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STOCK REPORTS.

Drop in Pacific Mail, Burlington and Quincy and Big Four.

Otherwise the Market Closes Comparatively Firm.

An Unfavorable Bank Statement Showing More Loss in Reserve.

The week at the Stock Exchange closed with a lower market for Pacific Mail, Burlington and Quincy and Big Four.

Pacific Mail dropped from 84 to 77 on reports from Washington that the bill which passed the House yesterday will not become a law.

The liquidations in Burlington & Quincy were renewed this morning and the stock fell from 84 to 77. Even in these times last November the stock did not get below 84. By four fell 14 to 64.

The general market changed but slightly, and in face of the declines noted above could be called comparatively firm.

The Chicago and Northwestern Railroad has declared a quarterly dividend of 15 per cent on its preferred stock, payable March 25.

The bank statement was unfavorable, showing a loss in reserve of \$1,742,700, which reduces the amount held by the banks in excess of legal requirements to \$1,845,000.

The sales at the New York Stock Exchange were 85,000 shares of listed stock and 50,000 of unlisted.

The following are the comparative figures:

Stock	Feb. 21	Feb. 22	Feb. 23	Feb. 24	Feb. 25	Feb. 26	Feb. 27	Feb. 28
Am. Sugar Ref.	100	100	100	100	100	100	100	100
Am. Tobacco	100	100	100	100	100	100	100	100
Am. Cotton	100	100	100	100	100	100	100	100
Am. Lumber	100	100	100	100	100	100	100	100
Am. Oil	100	100	100	100	100	100	100	100
Am. Paper	100	100	100	100	100	100	100	100
Am. Rubber	100	100	100	100	100	100	100	100
Am. Steel	100	100	100	100	100	100	100	100
Am. Sugar	100	100	100	100	100	100	100	100
Am. Tobacco	100	100	100	100	100	100	100	100
Am. Cotton	100	100	100	100	100	100	100	100
Am. Lumber	100	100	100	100	100	100	100	100
Am. Oil	100	100	100	100	100	100	100	100
Am. Paper	100	100	100	100	100	100	100	100
Am. Rubber	100	100	100	100	100	100	100	100
Am. Steel	100	100	100	100	100	100	100	100

The following are the closing quotations:

Stock	Close
Am. Sugar Ref.	100
Am. Tobacco	100
Am. Cotton	100
Am. Lumber	100
Am. Oil	100
Am. Paper	100
Am. Rubber	100
Am. Steel	100
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